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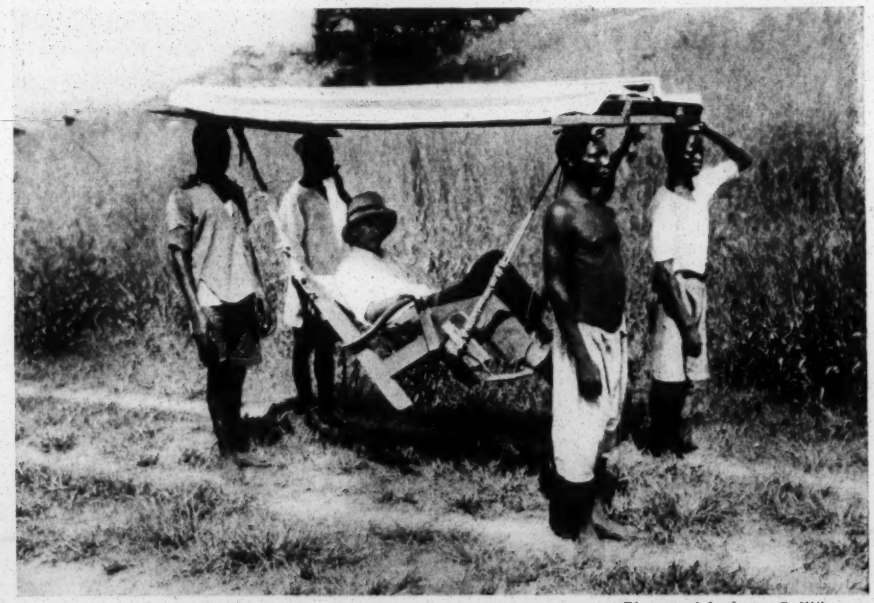

Photograph by James C. Wilson

THE ORIGINAL "KNEE-ACTION" AND "FLOATING POWER"

The rest of the world may go streamline, but in the tropical jungles of Nigeria, British colony along the Gulf of Guinea in Africa, this is still the most comfortable and most practical means of getting about (see Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Wanted—An Ethiopian-Italian Somaliland Boundary Line

AN INDEFINITE boundary line is causing Ethiopia and Italian Somaliland no little trouble these days.

In 1897 Ethiopia and Italy agreed that the frontier line was to be maintained "about 180 miles from the coast." Tribesmen of eastern Ethiopia, in recent years, have been tempted to wander across so vague a line, and the Italians have pushed road building into questionable territory. The discovery of oil in the region has not helped matters. Efforts are being made to patch up the affair by the establishment of a neutral zone between the two countries.

Ethiopia is surrounded by European interests. On the west and the south are Anglo-Egyptian Sudan, Uganda, and Kenya; on the southeast, Italian Somaliland; and on the northeast British Somaliland, French Somaliland, and the Italian colony of Eritrea.

King Descended from Solomon

Trouble with Italy has arisen before. Forty years ago the Italian kingdom, then new, tried to establish a protectorate over the African empire; but the invading army was defeated and Italy was forced to sign a convention with King Menelik recognizing Ethiopian independence.

Ethiopia is one of the oldest Christian nations in the world. The church, which is closely allied to the Coptic Church of Egypt, traces its history to the fourth century, A. D. Haile Selassie I, who was crowned Emperor in 1930, is 134th in a line of Christian rulers. He also claims direct descent from the first King Menelik, who, according to legend, was a son of Solomon and the Queen of Sheba. In fact, one of his many imperial titles is "Conquering Lion of the Tribe of Judah."

Races of Africa and Asia mingle in Ethiopa. True Ethiopians are not Negroes, but a Hamitic-Semitic type. This is the ruling class, and comprises perhaps one-third of the total population. The other two-thirds is predominantly Moslem and Negro.

Ethiopia has not always been an inland empire. At one time her power extended across the Red Sea to the Arabian province of Yemen, and at another period there was an Ethiopian dynasty in Egypt. For many centuries now geography has isolated her from the rest of the world. There is only one important entrance to the country—along the railroad that runs from the port of Djibouti, French Somaliland, to Addis Ababa, the capital of Ethiopia. The railroad, completed in 1917, runs two trains a week, covering the 486 miles in three days. In dry weather there is sometimes an "express" which makes the trip in 36 hours.

Home of the Coffee Bean

The total road mileage in this country of 350,000 square miles is only about 2,600 miles, of which 65 are paved, 1,150 earth and gravel, and the rest dirt trails. Transport is chiefly by mule, pack horse, donkey, and camel.

Coffee, ivory, and leopard skins head the list of exports. Ethiopia is the home of coffee. Arab travelers found it growing in the province of Kafa and transplanted it to Arabia. Later it was reintroduced in cultivated form in the Harar district. Vast forests of the wild variety still grow unused in the province which gave it its name.

Ninety per cent of Ethiopia lies 6,000 feet above sea level. Over a vast

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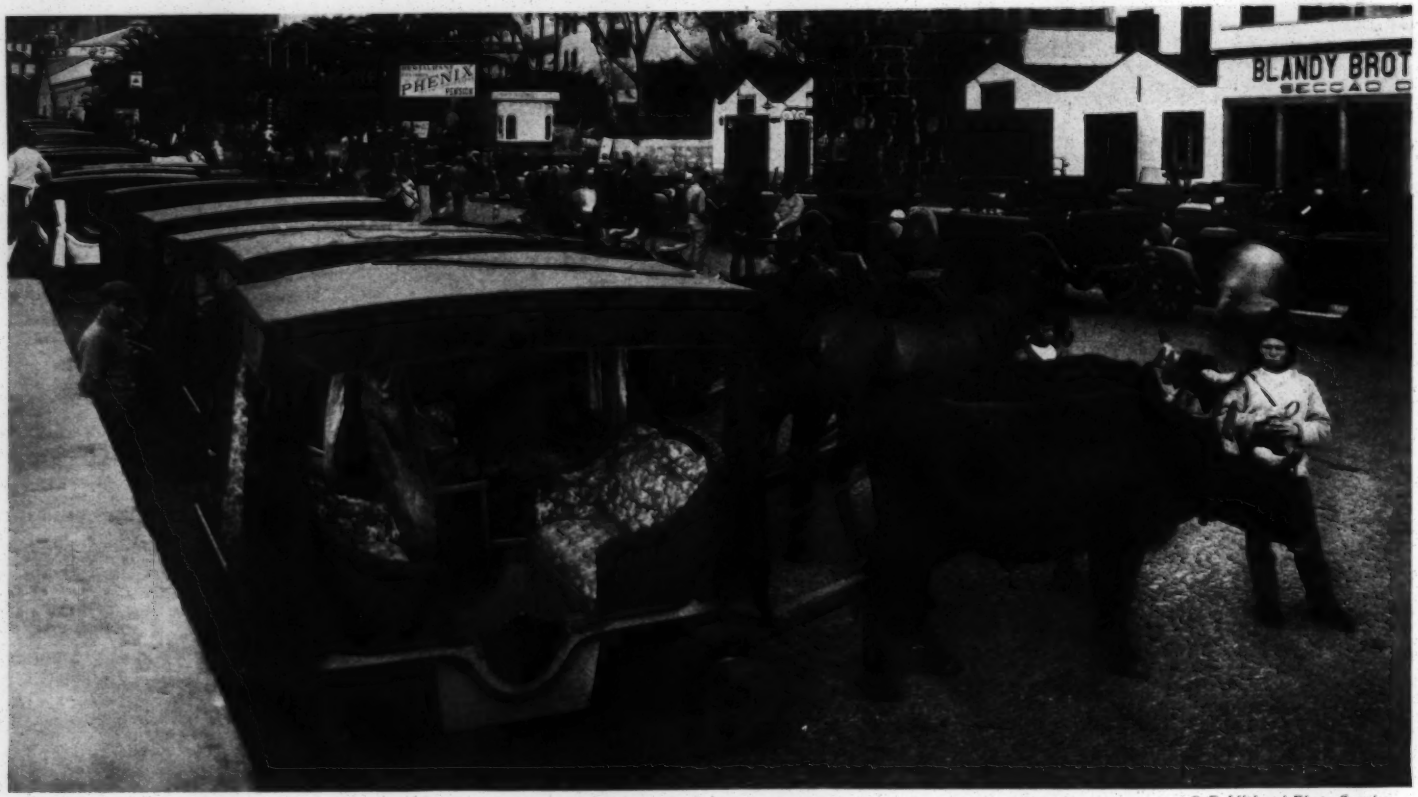

© *Publishers' Photo Service*

MADEIRA'S FAMOUS SLEIGH WAS BORN OF AN ENGLISHMAN'S NECESSITY

This curious, canopied vehicle, which glides so smoothly over the polished cobbles, was devised by a British resident whose wife could not ride horseback and was too ill to use a palanquin or hammock. Tourists in these Portuguese Atlantic islands prefer the sleighs to speedier modern motor cars (see Bulletin No. 5).

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Hannibal, Missouri, Boyhood Home of Mark Twain

DEDICATION of a memorial lighthouse on Cardiff Hill, overlooking the Mississippi River at Hannibal, Mo., recently opened the centennial celebration of the birth of Mark Twain (Samuel L. Clemens). Other ceremonies are being planned in Elmira, N. Y., Hartford, Conn., New York City, and Bermuda—all of which are intimately connected with the later life and writings of the famous humorist.

As the "little white town drowsing in the sunshine," described in the novels "Huckleberry Finn" and "Tom Sawyer," Hannibal is perhaps the best-known small town in the United States.

Countless thousands of readers in many lands (Mark Twain's works have been translated into a score of languages) know Cardiff Hill, Jackson and Turtle Islands, McDougal's cave, the Mississippi River, and the whitewashed board fences which form the background for the most popular stories of American boyhood ever written.

Now City of 23,000

Meanwhile the "little white town" has grown up into a busy community of 23,000 persons—the seventh largest city in Missouri and the fourth industrially. Its steamboat landing, where the youthful "Sam" Clemens was inspired by the stories and legends of daring pilots and imaginative negro roustabouts, is no longer as important commercially as its railroad lines, trunk highways, shoe factories, cement works, car shops, and woodworking plants.

Yet Hannibal has never forgotten its most famous son. His boyhood home, the house built by his father in 1844, is preserved by the city as a shrine and museum. It contains a unique collection of relics, and many articles of household equipment which give an excellent idea of how people of ordinary means lived in a Mississippi river town during the "forties" and "fifties" of the nineteenth century.

Atop Cardiff Hill, which Mark Twain describes as "green with vegetation, and just far enough away to seem a Delectable Land—dreamy, reposeful, and inviting," rises the new memorial lighthouse, an octagonal shaft 75 feet high, whose beacon sheds its rays on all the scenes of the writer's youth (see illustration, next page).

North of Cardiff Hill, a bit of wooded highland has been set aside as a public park, a gift to the city in 1909 by W. B. Pettibone. Here, overlooking the long reaches of the river he loved so well, stands a bronze statue of Mark Twain. From Inspiration Point, the Mississippi is a thing of beauty on moonlight summer nights, when the shimmering surface of Ol' Man River is dotted with pleasure craft, and, now and then, the lights of a large excursion steamer.

New Bridge across Mississippi

Just under the foot of the hill stands another memorial—the Huck and Tom monument. Bronze figures depict two carefree, barefoot boys, swinging along in search of adventure. This, one of the few monuments ever erected in memory of fictional characters, is the gift of George A. Mahan, president of the Missouri Historical Society.

The old swimming hole and fishing bank along the Mississippi, near the Huck and Tom monument, now is the scene of construction activities for a $1,000,000-highway bridge being built across the river. The new span will augment a narrow steel structure now used jointly by trains and motor cars.

Two miles south of Hannibal is McDougal's cave, whose gloomy recesses and legendary lore offered such a rich setting for the adventures of "Huck" and "Tom." To-day it is called Mark Twain cave, its bats have been banished, and gates and a watchman preclude its use as a refuge for criminals, such as "Injun Joe." But one may still see the cryptic marking "No. 2 under the cross," and scores of names and dates carved in the rocks, or smoked on them with candles.

Birthplace in Village of Florida

Citizens of Hannibal also point out the home of Becky Thatcher, Tom Sawyer's sweetheart, who in real life was Laura Hawkins; the site of the printshop of Orion Clemens, where his younger brother Sam served as a printer's apprentice and gained his first knowledge of the world of letters; a street renamed "Mark Twain Avenue"; and a dozen other places that link fact and fiction so intimately in this historic old town, affectionately masked under the name "St. Petersburg" in Mark Twain's writings.

Another Missouri community shares honors with Hannibal during the centennial. The little village of Florida, about 30 miles southwest of Hannibal, is the actual birthplace of the

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plateau rise huge mountain ranges with peaks that reach 14,000 and 15,000 feet. Fringing the highlands that are the real Ethiopia is a circle of low, hot borderland—the Somali desert in the east where the trouble with Italy has occurred, the malarial jungles of the upper Nile on the west, the swamps of Danakil to the north, and in the south a chain of salty lakes that drain into Lake Rudolf. It is in the high country that Ethiopia's wealth is hidden—unexplored mineral resources, endless rich plains where the finest quality of grain and livestock may be raised, cool mountain air, hot sun, and abundant rains.

The rains, which last from June to September, have carved the topography of the country and enriched Egypt in the process. The mighty rivers of the Empire, flooded by rain, have cut for themselves great channels thousands of feet deep. Through one of these gorges the Blue Nile, which rises in Lake Tana, flows first east, then south, then west to join the White Nile at Khartoum. In flood time it carries away mountains of soil to build fields in Egypt.

Another great river is the Awash, which rises near Addis Ababa, and flows northeast through the wild, unknown country of the Danakil tribes. For years the fate of the Awash has been a mystery, for it never reaches the sea, and explorers have not dared to trace it into Danakil territory. Recently, however, an Englishman reported that he had tracked it to the French Somaliland border, where it disappears in salty Lake Abhébad.

Note: For other references to Ethiopia including many natural color photographs see "Modern Ethiopia"; also "Coronation Days in Addis Ababa," *National Geographic Magazine*, June, 1931; "Nature and Man in Ethiopia," August, 1928; "A Caravan Journey Through Abyssinia (Ethiopia)," June, 1925; and "Peoples and Places of Northern Africa," October, 1922.

See also in the GEOGRAPHIC NEWS BULLETINS: "Italy's Colonies Dwarf the 'Boot,'" week of March 4, 1935; "Libya 'Bores' Deeper into Africa," week of January 28, 1935; and "Do You Know Italian Somaliland?" week of November 12, 1934.

© *Alex Stöcker*

SPEARHEADS FOR SALE!

Among the objects displayed in the Addis Ababa market are these souvenirs of a proud and warlike people. Many Ethiopians still carry a spear, though rifles are displacing these older weapons. One of their few forms of amusement is spear-throwing, in which they are very skillful.

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The Vikings—Merchants of the Middle Ages

SWEDISH archeologists are changing usually accepted ideas of the Vikings. Evidence recently dug from the sandy shores of the Baltic Sea indicates that they were really peaceful merchants, pushing their trade from London to the Bosporus. Gone is the traditional Viking of English history—a savage warrior who spent all his time dashing across the seas in an open boat, raiding peaceful communities.

The trouble, archeologists say, is that reliance has been placed on biased sources of information. British, Irish, and Frankish chroniclers could hardly be expected to appreciate the finer qualities of the "blond beasts" who conquered them.

For an accurate picture of the Viking Age one must go to the sagas, that great mass of legend, history, poetry, and law collected from oral tradition and written down in the twelfth century. Archeologists exploring the lost civilizations of Greenland, Scandinavia, Russia, and the Baltic are verifying much of this valuable source material.

Vikings Changed Geography

Geography made the Vikings a seafaring people, and they in turn altered the geography of their world. Early settlements in Scandinavia were built along the coast where deep, winding fjords made overland travel next to impossible. The sea was a natural highway and ships were built to ride the storms of northern latitudes.

The Viking boats were small, most of them less than 80 feet long, with high carved prow and stern, a square-rigged sail of brightly colored wool, and 20 to 30 sets of oars. King Canute's "long ship" boasted 120 oarsmen, but this was a royal exception.

In these slender craft, steering by sun, moon, stars, and wind, the Northmen dared unknown seas and incredible distances. Boats were as speedy as they were seaworthy, making the trip from Norway to Iceland in four days, and from Denmark to England in three.

The Vikings were a hardy, adventurous race, and their fatalistic religion made them fearless. Life was a dangerous game wherein one strove to win as much fame and honor as possible in the short time allotted by the Norns (the Fates). Games, contests, and feats of strength were tremendously popular.

First Arctic Explorers

Many are the tales told of Olaf Tryggvason, the king of Norway, who challenged Kjarten of Iceland to a swimming match. Olaf had a ship, *Long Serpent,* the mightiest boat in the North. It is said he could walk completely around this while his men were rowing, stepping on each oar and juggling three daggers as he went.

The history of Arctic exploration begins with the Vikings, who found and lost a northern empire. Around the North Cape and into the White Sea they sailed in search of furs and ivory. Venturing westward, Rabna Flohi came to Iceland. There a group of noblemen, escaping unjust taxation under Harald Haarfager, established a colony.

From Iceland, Eric the Red pushed on to a land of black rock and glittering ice which he named Greenland to encourage men to settle there. The Greenland colonies prospered and grew rich through three centuries, trading in furs, ivory, walrus hide, and whale oil.

Then as they had risen so they faded, and by the fourteenth century had vanished, forgotten save in the sagas. The sagas tell also of Leif Ericsson's voyage to Vinland and how he found first a land of flat stones, then a wooded shore, and last a country of vines and grapes.

Russia Owes Name to Viking Traders

The story of Viking exploration in the East is less familiar. Swedish traders ventured farther and farther along the great rivers of Russia until they reached the Black Sea and the Caspian Sea. Fortified trading posts were built in Latvia, Lithuania, East Prussia, and Russia. A favorite route was up the River Neva to Lake Ladoga, along the Volkhov to Lake Ilmen, and then down the Dnieper to the Black Sea.

A Viking dominion was established around Lake Ladoga and Novgorod (Gorki). It was founded by Rurik and his band of Rodslagen, or Russ—enlisted sea warriors of the Baltic coast. So Russia owes her name to Viking traders.

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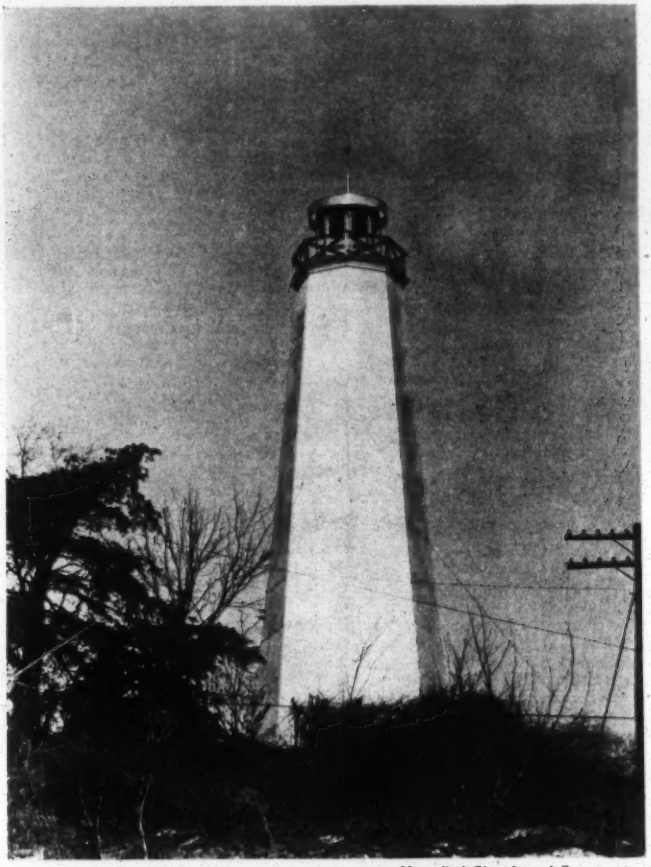
writer, but his family moved to Hannibal when Samuel was four years old. As the humorist spent all of his boyhood and part of his young manhood in and about Hannibal, the city has always claimed him as a native son.

Strictly speaking, however, "Mark Twain" is a stranger to Hannibal. The pen name "Mark Twain" (a riverman's call meaning two fathoms, or twelve feet) was not adopted by the famous humorist until years later, when he was a newspaperman in Nevada.

Early this spring Hannibal will open a special Mark Twain Museum in a bank building about four blocks from the Clemens home. Here will be displayed a loan exhibition of original manuscripts and personal belongings of the writer. During the summer there will be a Homecoming Pageant, a Tom Sawyer's Day, an old-fashioned singing school contest, and other activities. The celebration will close with a banquet at Hannibal on Mark Twain's birthday, November 30.

Note: See also "New York—An Empire within a Republic," *National Geographic Magazine*, November, 1933; "Trailing History down the Big Muddy," July, 1928; "The Great Mississippi Flood of 1927," September, 1927; "The Hawaiian Islands," February, 1924; "Missouri, Mother of the West," April, 1923; and "The Islands of Bermuda," January, 1922.

Bulletin No. 2, March 18, 1935.



Courtesy Hannibal Chamber of Commerce

THE NEW BEACON ON CARDIFF HILL

Its gleaming eye overlooks Hannibal, the broad reaches of the Mississippi River, and all the region known to thousands through the writings of Mark Twain. At the foot of Cardiff Hill stand bronze statues of "Tom Sawyer" and "Huck Finn," the two most famous characters of the humorist.

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Colima, Mexican State of Ranches, Salt Pits, and Buried Treasure

SPRINGTIME in Mexico usually brings a revival of one of the country's oldest industries—treasure hunting. Among the most famous of the fabulous hoards for which search is made is that said to be hidden in a cavern in Colima State, southwestern Mexico, near the snow-capped volcano Mount Colima (see illustration, next page). Bandits, killed by Federal troops in the '60's, are supposed to have concealed their loot in this gloomy labyrinth, but none of it has ever been found.

Colima is one of the smallest and most beautiful of the twenty-eight states of Mexico. While it possesses one of the Republic's best Pacific seaports in Manzanillo, the semitropical region of great ranches and sugar haciendas between the coast and the mountain tableland of central Mexico is virtually unknown to outsiders.

Draw a line due west from Vera Cruz and it will bisect the northern part of the state of Colima near its picturesque, highland capital of the same name. Roughly triangular in shape, the state nestles between the neighboring states of Jalisco and Michoacan, and has an area of 2,272 square miles—a little over twice that of the State of Rhode Island.

Salt Pits along Sea Coast

Although agriculture is the chief industry of Colima, the state is best known throughout Mexico for its table salt, called "Sal de Colima." This mineral is found in extensive deposits along the seacoast in salt pits. The method of extraction is very primitive, but more than 5,000 workmen are employed and the annual production is valued at more than half a million pesos.

Beyond the seacoast the land rises steadily through rich, watered valleys. The traveler seeking rare tropical plant life and fruits may well end his journey here. In addition to such typical products as coffee, sugar, rice, cotton, indigo, cacao, tobacco and coconuts, Colima raises a few things not so well known north of the Rio Grande, such as aguacate, papaya, chico-zapote, guava, tamarind, pomegranate, and chirimoya.

Colima's large plantations, or haciendas, and extensive ranches spread over well-watered foothills on both sides of the railway line leading to the interior. There are few highways and most of them are impassable except in dry weather. Consequently each of these great country places is almost self-sufficient, the resident owners making infrequent trips to the larger cities only to market the sugar, coffee, rice, cotton and hides produced on them. The ranch houses are often beautifully situated among graceful palms, and gardens of exotic tropical flowers.

Connected with Interior by Railway

In Manzanillo, Colima has one of the busiest of Mexican ports. Several steamship lines plying the west coast of North America and a few of those from the Atlantic via the Panama Canal call there. A railroad line connecting with the interior of Mexico makes Manzanillo the outlet for the state of Jalisco and its capital city, Guadalajara, Mexico's second largest city. An extension of this railway eastward runs to Mexico City.

The city of Manzanillo itself is situated at the end of a long, narrow peninsula which runs parallel with the coast and incloses a clear, blue lagoon, sometimes called *Laguna de los Caimanes* from the great number of alligators found in it. Its

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Thousands of foreign coins from Arabia, Germany, France, England, and the Byzantine Empire have been unearthed in Scandinavia, proving the wide reach of Viking commerce. More than half of these coins have been found in Gotland, a little island in the Baltic directly in the path of the great east-west trade route. Recently a vessel of Buddhistic design was discovered.

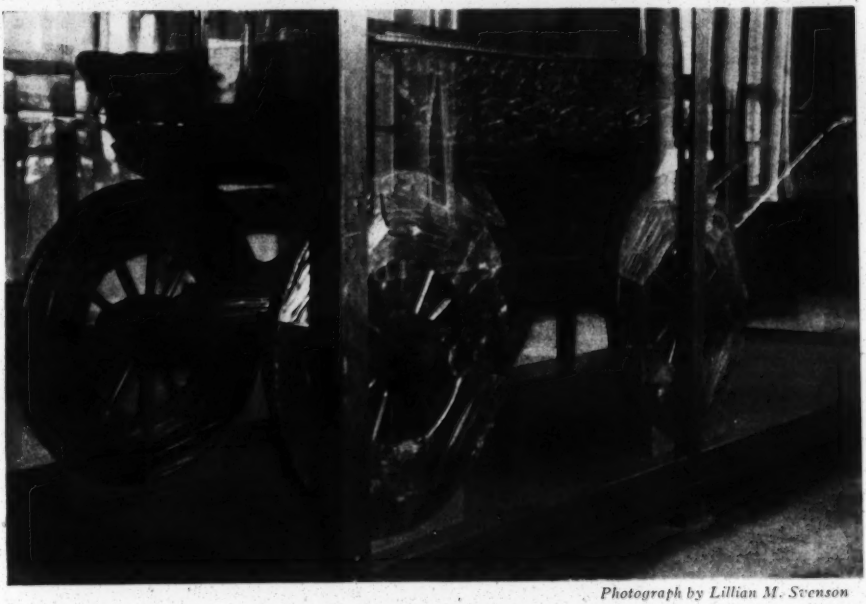
Viking ships carried more romantic cargoes than the rubber, steel, and oil of modern trade. Baltic amber, Iceland wool, Swedish horses, falcons from Norway, and furs from Greenland and Lapland were exchanged for Rhenish wine, honey and linen from England, Russian hats, silks from the East, and saddles from Spain.

Note: See also "Royal Copenhagen, Capital of a Farming Kingdom," *National Geographic Magazine*, February, 1932; "Viking Life in the Storm-Cursed Faeroes," November, 1930; "Norway, a Land of Stern Reality," July, 1930; "The Granite City of the North (Stockholm)" and "Sweden, Land of White Birch and White Coal," October, 1928; "A Walking Tour across Iceland," April, 1928; "Norway and the Norwegians," June, 1924; and "Denmark and the Danes," August, 1922.

Bulletin No. 3, March 18, 1935.

NOTE TO TEACHERS

Back copies of several recent issues of the GEOGRAPHIC NEWS BULLETIN are exhausted. Hence requests from teachers who wish their files complete cannot always be filled. A lapse in your receipt of THE BULLETIN may be avoided by sending your renewal remittance of 25 cents promptly when you are notified that your subscription is expired. Because these Bulletins represent a substantial gift to schools from the National Geographic Society's educational fund, the expense of advertising or circulation promotion cannot be undertaken as would be the case with a commercial publication. The Society must rely upon supervisory officials and teachers to call them to the attention of their colleagues who might use them to advantage in their geography, social sciences, and literature classes.



Photograph by Lillian M. Svenson

A RARE RELIC—A VIKING WAGON!

Everyone knows that the Vikings had boats, and pictures and paintings of them are common. But a Viking cart is less familiar. This one, carefully preserved back of a glass case in a museum at Oslo, Norway, was found in the Oseburg ship, the burial place of a Viking woman. When a well-to-do Viking died, he was sometimes buried in a ship and provided with equipment for the journey to the spirit land.

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Not All of World's Transport Is Streamlined

STREAMLINE trains, streamline ocean liners, streamline motor cars, and even streamline roller skates have been conspicuous in news headlines in recent months. One might gain the impression that the whole world has suddenly gone streamline.

Yet such modern transportation is the exception, rather than the rule. One still finds many types of vehicles and other means of carrying men and goods, even in the world's largest cities and nearby rural areas, that were in use decades and even centuries ago.

There is hardly a town of any size in the United States in which one cannot hail a taxi, and, in many of them, charter a plane; yet the top-hatted cabbie, whose pompous figure held sway over traffic on boulevards in the gay nineties, has not been entirely shelved. These taxi-men of another era have jealously watched as traffic lights have blinked, traffic lanes have been painted to keep motorists in line, and streets have been widened and trees sacrificed for their rivals.

Ox Carts and Pack Mules

Within sight of concrete, 40-mile-an-hour highways, and less than a hundred miles from Washington, D. C., and Annapolis, Maryland, ox-drawn vehicles still lumber along; while in the isolated mountain regions of the West, sure-footed burros and pack mules continue to be the only companions of many prospectors.

Millions of visitors arrive at Atlantic City by automobile, airplane, and train, yet to see the "sights" along the Boardwalk, they hire three-wheeled rolling chairs. Others arrive at Bermuda aboard palatial steamships, but take to bicycles or horse-drawn victorias to tour the island. Motor cars are forbidden by law in this picturesque British colony.

On the corners of modern, wide thoroughfares of Shanghai, Hong Kong and Canton, China, the traveler hails a riksha and weaves perilously through a maze of motor and pedestrian traffic. In the alleylike back streets of the native towns, however, he may prefer a sedan chair to avoid jostling men and women, and stumbling over children to whom these mere byways are playgrounds.

Fine Feathers Make a Fine Riksha Man in Natal

What traveler leaves Durban, Natal, without employing a Zulu rikshaman? The dark-hued tribesman in gay-feathered headdress and scant clothing is one of the colorful features of this modern South African city. In remote Szechwan Province, China, wheelbarrows, which are the local transports, have worn ruts in flagstone pavements; in Sumatra, if one goes native, he must travel in a buffalo-drawn cart whose thatched top is shaped like a sway-backed horse, pointed at each end.

In Palermo, Sicily, the purely Sicilian way to get about town is by native cart, a two-wheeled vehicle on whose side panels are gayly depicted Bible scenes and Sicilian panoramas; and in Ireland, the Irish jaunting car on which passengers sit back to back and face outward lends atmosphere to a tour of the Emerald Isle (see illustration, next page).

Llamas still carry loads in the Andes, and elephants still are favored among the tiger hunters of India. In spite of progress in Belgium, the morning milk is delivered by dogcart at many a doorstep, and dog sleds are yet the most dependable transportation in the icy wastes of the Arctic and Antarctic.

The tired explorer enjoys comfortable travel in a hammocklike "chair" borne

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7,000 people are nearly all engaged in the shipping, transshipping and storage of the steady stream of commodities which pours into it by steamship and railway. Manzanillo is hot and not very healthful.

Colima City, the capital, 35 miles inland from the coast, was founded by Cortés early in the sixteenth century. It is a handsomely built town of about 20,000 population, standing in a luxuriant, palm-decked valley, from which it commands striking views of lofty snow-capped mountains.

One of the most conspicuous of the snow peaks to be seen from the Colima plaza is that of the Volcano of Colima, just over the border in the neighboring state of Jalisco. This crater was one of the centers of an earthquake in 1932 that took a toll of thirty lives in Colima, and damaged the port of Manzanillo.

Note: For supplementary data and many natural-color photographs of Mexico, see "Travels with a Donkey in Mexico," *National Geographic Magazine*, December, 1934; Vignettes of Guadalajara," March, 1934; "Monte Albán, Richest Archeological Find in America," October, 1932; "Unearthing America's Ancient History," July, 1931; "North America's Oldest Metropolis," July, 1930; "Among the Zapotecs of Mexico," May, 1927; "Chichen Itzá, an Ancient American Mecca," January, 1925; "The Isthmus of Tehuantepec," May, 1924; "Ruins of Cuicuilco May Revolutionize Our History of Ancient America," August, 1923; "Along the Old Spanish Road in Mexico," March, 1923; and "The Luster of Ancient Mexico," July, 1916.

Bulletin No. 4, March 18, 1935.

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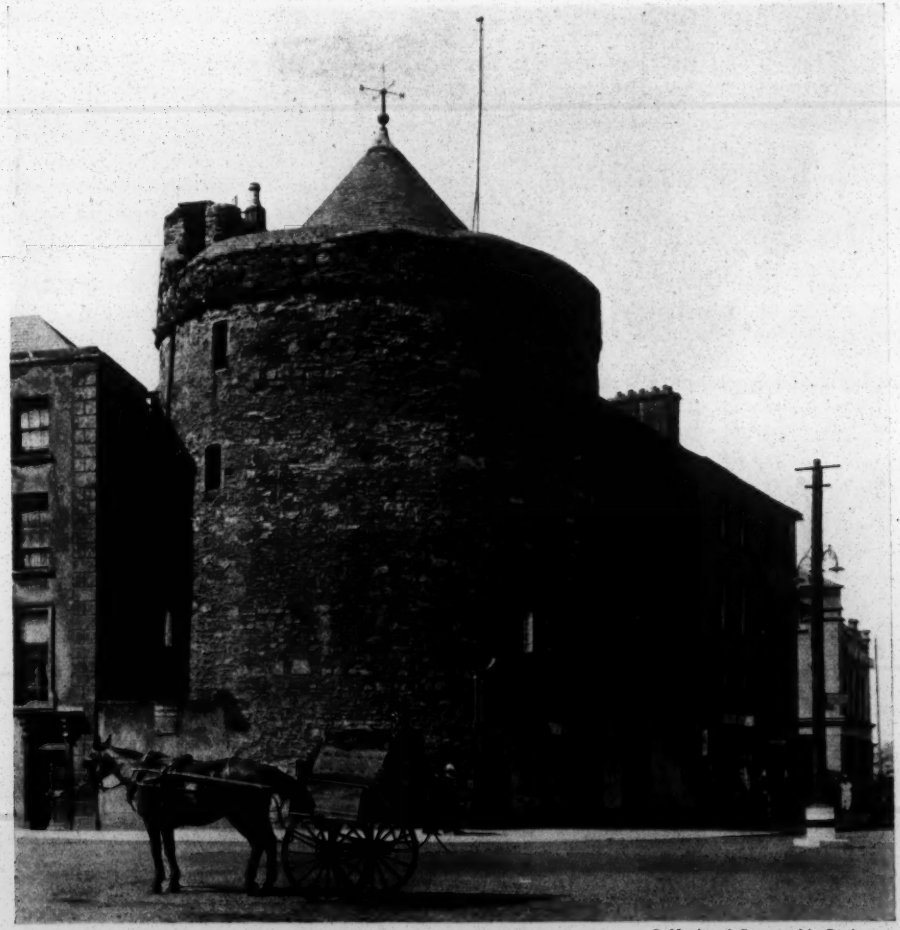
MT. COLIMA IS CALLED THE "ETNA OF MEXICO"

Although its fiery crater is almost continuously active, this giant volcano, strangely enough, provides a good living for ice gatherers. Hail forms and falls so constantly on its sides that peons gather up the ice-stones, wrap them in straw, and sell them in the markets of the nearby towns for domestic purposes.

by native porters in central Africa; the mountaineers of northern India and western China employ the yak as their beast of burden; the camel still plods the caravan routes of north Africa, Arabia and central Asia; and the carabao (water buffalo) is the dependable draft-animal of the East Indian islands.

Note: For other pictures of strange forms of transportation see "European Outpost: The Azores," *National Geographic Magazine*, January, 1935; "Madeira the Florescent," July, 1934; "Three-Wheeling Through Africa," January, 1934; "Poland of the Present," March, 1933; "The Greatest Voyage in the Annals of the Sea," December, 1932; "Down Devon Lanes," May, 1929; "An Altitudinal Journey Through Portugal" and "The Pathfinder of the East (Vasco da Gama)," November, 1927; "Ireland: The Rock Whence I Was Hewn," March, 1927; "The Heart of Aymara Land" and "A Maryland Pilgrimage," February, 1927; "Through the Deserts and Jungles of Africa by Motor," June, 1926; "From England to India by Automobile" and "Tripolitania, Where Rome Resumes Sway," August, 1925; "Cairo to Cape Town, Overland," February, 1925; "Czechoslovakia" and "The Whirlpool of the Balkans," February, 1921; and "The Battle-Line of Languages in Western Europe," February, 1923.

Bulletin No. 5, March 18, 1935.



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IRELAND'S MOST DISTINCTIVE VEHICLE IS THE JAUNTING CAR

One of these bouncing little carriages, in which the passengers sit back to back over the wheels, here waits beneath the frowning walls of Reginald's Tower. This famous stronghold, dating from 1003, was used as a fortress in 1170 by Richard de Clare (Strongbow). It stands at the end of the quay at Waterford, a seaport of southeastern Ireland.